

MILKMAID
STERILIZED
NATURAL MILK
IS
PURE-FRESH
COWS' MILK.
[1138]

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

"CAILLE"
PORTABLE MOTORS
FOR ATTACHING TO
ROWBOATS.
Shipments just to hand with
the latest improvements and
exclusive features not found
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ALEX. ROSS & Co.,
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Tel. 27. 4, Des Vaux Road.

No. 17,618. 號八十六百六千七萬一第 日八初月九年寅甲 HONGKONG, MONDAY, OCTOBER 26TH, 1914. 一拜禮 號六十二月十年三國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th June, 1914. [385]



MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABA, YOSHINOTANI,
NAMAZUTA, SAYO, SHINNEW
AND KAMITAMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.

HEAD OFFICE: MARUNOUCHI,
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MOJI, KATASU, WAKAMATSU,
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Cable Address for above: "IWASAKI."
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AGENTS:
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SINGAPORE—Messrs. BOENKE & Co., Ltd.
GLASGOW—Messrs. A. R. BROWN,
McFARLANE & Co., Ltd.
For Particulars, apply to—
K. KATO,
Manager.
No. 2, Pender Street, Hongkong.
Hongkong, 24th April, 1914. [1614]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [1166]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to S&S&G. at \$6.37
and \$7.50 per 100. **SPORTING REQUIS-**
ITES and AIR GUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th October, 1914. [1270]

A LING & CO.

19 QUEEN'S ROAD CENTRAL.
FURNITURE and PHOTO GOODS
STORE.
Photographic Goods of Every Description
Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
Telephone 1219.
Hongkong, 18th April, 1914. [585]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " " " " "	" " " "
9.00 " " " " " "	" " " "
10.00 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.45 p.m. to 1.15 p.m.	" " " "
1.15 " " " " " "	" " " "
1.45 " " " " " "	" " " "
2.15 " " " " " "	" " " "
2.45 " " " " " "	" " " "
3.00 " " " " " "	" " " "
NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	8.50 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	" " " "
Every Quarter-Hour.	
SUNDAYS.	
7.45 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 5.00 p.m.	" " " "
5.00 " " " " " "	" " " "
6.00 " " " " " "	" " " "
7.00 " " " " " "	" " " "
7.00 " " " " " "	" " " "
NIGHT CARS as on Week Days.	
Extra Car at 12 Midnight.	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1205]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the a.s. **SAKAKI MARU** and **KOBE MARU** (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.		SOUTH BOUND.	
Connecting at Harbin with	Resident States Express	Connecting at Harbin with	Resident States Express
From Moscow	To Harbin	From Harbin	To Moscow
1st Class Fare	2nd Class Fare	1st Class Fare	2nd Class Fare
Shanghai (S.M.R. Trains) ...	Daikoku (S.M.R. Trains) ...	Daikoku (S.M.R. Trains) ...	Shanghai (S.M.R. Trains) ...
Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...
Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...
Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...	Yokohama (S.M.R. Trains) ...

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the holders of these tickets are also entitled to through registration of their baggage. Travellers tickets in order to secure this facility, which is not obtainable by the ordinary booking.
MUKDEN-ANTUNG LINE.—MANCHURIA RAILWAY THROUGH SERVICE.—Thrice-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and London to Tokyo in 134 days; Peking to Tokyo in 4 days.
RAILWAY HOTELS.—**YAMATO HOTEL** (Tel. Add. Yamato). At Dairen, Port Arthur, Mukden, Changchun, and Hsiaoan (the finest sea-side resort in North China), all under the Company's management.
TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISKE REISEBUREAU; and the NIPPON YUEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

FUSHUN COAL
—THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for non-structural purposes.
Prices and Samples on application.
Telegrams—Rosewood. Telephone No. 1493. P.O. Box No. 633.
Hongkong, 2nd May, 1914. [652]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG.
TELEPHONE NO. 1030.
DODWELL & CO., LTD.
Hongkong, 1st October, 1914. AGENTS. [1203]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.
DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, 631, 2950, 3470.
NO. 1 DOCK. Docking Length 515 ft. **NO. 2 DOCK.** Docking Length 376 ft. **NO. 3 DOCK.** Docking Length 481 ft.
Every description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT.—
99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,217 square yards, or 14 acres. Every description of: warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [823]

KELLY & WALSH, LTD.

NEW BOOKS.

The Wall of Partition, by Florence Barclay (cloth) ...	\$2.75
Initiation, by Robert Hugh Benson ...	1.75
Monsieur de Rochefort, by H. de Vere Stacpoole ...	1.75
Lismoye, an Irish Novel, by B. M. Croker ...	1.75
In Self-Defence, by Silas Hooking ...	1.75
Wheatland Tares, by Paul Trent ...	1.75
Freedom, by A. and C. Askew ...	1.75
Germany and the Next War, by General F. von Bernhardi ...	1.75
How the War Began—containing Official Correspondence ...	1.00
"Break": How the British Seamen Prepare for War ...	1.00
With the Fleet, by Wilson Young ...	1.00
The North Sea Problem, by Percival A. Hissam ...	1.00
The Art of Being Alive, by Ella Wheeler Wilcox ...	3.10
A Woman in China, by Mary Gannet ...	8.00
Napoleon the Gaoler, by Edward Fraser ...	4.50

LETTS'S DIARIES 1915—NOW ON SALE. [20]

IN AID OF THE PRINCE OF WALES' FUND WEISMANN, LTD.

WILL DEVOTE THE PROCEEDS OF TWO DAYS' SALES AT THEIR CAFE AND RESTAURANT.
TO-DAY (MONDAY), OCTOBER 26TH,
AND
COME AND ASSIST BY GIVING.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrails Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulomator and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1 ...	510 ft.	77 ft.	26 ft.
No. 2 ...	380 ft.	63 ft.	24 ft.
No. 3 ...	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power ...	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in ...	460 Feet.	530 Feet.
Max. Breadth " " " " " "	66 "	66 "
Max. Draft " " " " " "	22 "	28 "

The Salvage Steamer "ABIMA MARU," pumping capacity per hour 2,000 tons.
Floating Shovelers, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION [805]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Hongkong, 27th June, 1914. [728]

HOTELS

THE HONG KONG HOTEL AND GRILL ROOM.
J. H. TAGGART, Manager. [22]

KING EDWARD HOTEL.
CENTRAL LOCATION.
All Electric Trains Pass Entrance. One Minute's Walk from Ferry. Telephones on All Floors. Electric Lifts, Fans and Lighting. European Baths and Sanitary Fittings. Hot and Cold Water System Throughout. Best of Food and Service. Hotel Lanchester Meets All Steamers. Telephone No. 373. Tel. Address: "VICTORIA." R. H. NORTH, Manager. [44]

GRAND HOTEL.
QUEEN'S ROAD CENTRAL.
A FIRST CLASS AND UP-TO-DATE HOTEL.
A FIRST-CLASS STRINGED ORCHESTRA. Renders Selections during TEA and DINNER daily, and at 11.15 a.m. and 5.45 p.m.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
This Hotel has recently been Large and airy rooms, extensively Shower Baths, Electric Light throughout and Fans. Large and comfortable Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, and D. LAUNCH MEETS ALL families. Monthly Rates for Families. Special Rates for married couples. Telephone No. 110. Telegrams: REICHMANN, HONGKONG. [11]

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central. Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers. P. O. PEUSTER, Manager. [149]

THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate. For further particulars, apply to O. C. MOOSA, Macau. Tel. Add. "Phoenix," Macau. [943]

VICTORIA HOTEL
SHAMKIN—CANTON.
Telegraphic Address: "VICTORIA, SHAMKIN."
SITUATED ON THE BRITISH CONCESSION.
Hotel electrically lighted, and under experienced European Supervision. GAMES and CHAIRES PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER, Proprietor. [1009]

INTIMATIONS

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule ...	\$30.40	\$2.65
* B. SUPERIOR OLD COGNAC, Red Capsule ...	33.70	2.90
* WATSON'S XXX COGNAC, Gold Capsule ...	34.80	3.00
* WATSON'S XXX COGNAC (1 Bottle, 2 Doz.) ...	37.00	1.60
HENNESSY XXX ...	41.40	3.45
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45
* D. VERY FINE OLD PALE LIQUEUR COGNAC, Gold and White Capsule ...	46.80	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
* E. FINEST OLD BROWN BRANDY, Gold and White Capsule ...	53.50	4.55
MARIE BRIZARD and ROBERT'S FINE COGNAC ...	31.50	2.95
S. V. F. V. O. COGNAC ...	78.70	6.65
V. O. L. 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	157.50	13.15

* These Brandy bottles by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

Botellio—At No. 1, the infant son of Mr. and Mrs. A. C. Botellio, born October 25th, 1914, aged 15 days, North Wales, W.L.L. Hughes (formerly of 73, Fleet Street, E.C.).

Hongkong Daily Press.

HONGKONG, OCTOBER 26th, 1914.

THE important subjects which hinge upon war and methods of war are numerous, yet because, apparently, not capable of romantic treatment, they are apt to be overlooked in the clamour for war news of a more human—or inhuman—and exciting nature. Quite a friendly controversy among naval men, and more especially those of the engineering class, should be finally arbitrated upon as the result of this great war; assuming of course that the fitful hide and seek nature of the present naval antagonism develops into a battle in which the full fighting strength of both the combatants will be called into play. Various theories as to the relative efficiency of coal and oil fuel for the Navy, however, are bound to be subjected to a severe test, and two of the three sections of experts who contend differently to one another are bound to have those contentions controverted with the indisputable outcome of actual and serious experience. It seems that the experts who are in opposition have formed a trio of camps; one contends that coal can be the only fuel for ships, the reason being that Great Britain contains an enormous supply of the most powerful coal in the world, and that this same supply cannot be cut off in time of war. That is, undoubtedly, a serious consideration. The second expert's case is that a combined coal and oil supply gives better results than coal or oil alone; and the third, who swears by oil absolutely, claims that the days of the "black diamond" are practically at an end for naval purposes; oil develops greater motive power and also appreciably increases the radius of action of vessels using it. An analysis of the respective merits of coal and oil undoubtedly seems to result in favour of oil, and it is obvious that the First Lord of the Admiralty was acting on the advice

of resourceful naval experts when he established an understanding with regard to the supply of oil for oil-fuel purposes. The power and general advantages of coal are known to all of us, and the experts who favour coal add that it is both cheap and reliable, and that—with parts of Great Britain honeycombed with mines and mine-workings, this ensures a constant supply, which cannot, like oil, be the victim of a "corner." Also, coal stored in bunkers, says the expert, affords considerable protection from the effect of shell fire. Against this it is pointed out that no efficient method of loading coal at sea in all weathers has yet been conceived, and that a battleship caught lashed to a collier in the act of coaling would fall an easy prey to a torpedo boat. So it happens in practice that ships have to proceed at frequent intervals to some port or base for coaling purposes. In this connection it is on record at the Admiralty that at least one battleship in every four must be absent at any given moment from a blockading fleet, either coaling in port or on her way to or from such port. The effective strength of the fleet so engaged is thus seriously reduced, and it is this fact more than any other which has turned opinion against coal-fired ships. There are many points in favour of oil-fuel, the most important, perhaps, being that oil can be loaded at sea in all weathers and at any moment, without endangering the safety of a war vessel. The only requisite is a supply of hose for conducting the oil from the supply vessel to the warship. This can be done with great speed, and all the while the warship can remain prepared for battle, and the hose can be cast off in a few seconds should an enemy be sighted. Thus, a blockading or other Squadron can be fuelled at its post, which, on the face of it, seems to be a tremendous strategical advantage. The use of oil-fuel would also, the oil fuel "camp" claims, prevent a weakening of the deck staff as is the case when, with the vessel running at top speed, supplies have to be drawn from inconvenient bunkers, and the Commander is faced with either a sacrifice of most valuable speed or some of his armour deck staff. Such a situation would not arise with oil-fuel which can be pumped into the furnaces as slowly or as quickly as may be necessary, the whole operation being controlled by the turning of a valve wheel. The effect of labour saved by the use of oil would also be of considerable importance to the Admiralty, for the Admiralty, for despite the fact that efficiency is the paramount consideration, they have but a certain sum of money with which to develop new schemes. It is claimed that tests have shown that one ton of oil fuel will raise an equal amount of steam to 1.4 ton of coal, but in England the price of oil-fuel at present is about three times that of coal. The conveying of oil-fuel, however, reduces carrying weight by 30 per cent., and discussing this weight problem a naval writer takes the case of H.M.S. *Neptune*, which carries 2,800 tons of coal and 750 tons of oil. If the vessel carried oil absolutely she could, maintaining the same radius, save 900 tons of weight which would be available for increased armament or for armour protection, augmentation of ammunition supply or greater engine power, or all four in varying degrees. The same writer adds that such weight, wisely employed, should give the vessel a crushing advantage in a fight with a ship of her own size burning only coal. As to the danger of a "corner" in oil, the Admiralty, foreseeing all this, has become largely interested in the Anglo-Persian oil-fields from which a plentiful supply can be obtained so long as Britain holds the sea highways. To the lay mind, oil fields would seem to be gradually undermining the future of coal, and the Admiralty, by their action, seem to have also voted in favour of oil-fuel, for 130 destroyers recently built, no fewer than 114 burn oil absolutely. All the sixteen new light cruisers are also to use oil, and the battleships of the *Queen Elizabeth* type are not provided with coal bunkers. The oil experts, doubtless flushed with thoughts of a golden future, prognosticate that the next step will be the use of oil for the manufacture of gas as power for a new type of internal combustion engine; and the advantage of this engine would be the abolition of boilers—always a source of great danger to the ship and her crew when shells find their way among them—and also of funnels, which tend to make a warship unenviably conspicuous. The Navy has not yet adopted this engine even on small craft, and their use on battleships is still a matter of doubt for the reason that the engines of H.M.S. *Tiger* develop 90,000 h.p., and an oil engine of that capacity has yet to be built. However, manufacturers of these engines are alive to the fact that the British Navy is open to accept a new type of engine that will eliminate the disadvantages and dangers of boilers; obviate the necessity for a puzzling network of steam pipes, and conserve space and weight. And when a payable demand is known to be in existence, supply cannot long be delayed. A fleet of war vessels without funnels would no doubt form a peculiar picture, but such a development would not surprise those who realise the increased potentialities of war vessels when the motive power is supplied by oil.

The *Gazette* announces the cancellation of recognition of Mr. A. Widmann as Acting Danish Consul in Hongkong.

We notice among the deaths announced in *The Times* that of Mr. F. W. Marshall, of the Chartered Bank of India, Australia and China, who died at Hove on the 13th ult.—after a short illness.

Many old residents of the Colony and the Outports who remember Mr. Kerfoot Hughes will regret to see the announcement of his death. In days before financial misfortune overtook him, he was a very prominent figure in Hongkong. He passed away at Ryhy on September 15th at the age of 73.

We are asked to remind readers that Messrs. Weissmann, Ltd., will devote the proceeds of to-day's sales, and also those of to-morrow, at their Café and Restaurant, to the Prince of Wales Relief Fund. The public patronage is solicited in the interests of those suffering as a consequence of the war.

The annual meeting of the Shanghai St. Andrew's Society was held in the Town Hall last Monday, and was very largely attended. Mr. W. S. Livingstone presided. Among many interesting subjects before the meeting was that with reference to the celebration of St. Andrew's Day, and after a long discussion, it was decided that no celebration be held.

The annual sale of work of the Italian Convent (Caine Road) began on Saturday, and will be continued throughout the week. Hongkong residents are well aware of the excellence of the articles for sale, which are made entirely by the orphans sustained and educated in the Convent, and visitors desiring to collect some really artistic and valuable hand-work could do no better than pay the Convent a visit. On Saturday Lady May and Miss May visited the sale.

"THE BLUE BIRD."

Holders of advance tickets for the two performances to be given on Saturday, November 7th, and Tuesday, November 11th, are reminded that booking opens at Montreux to-morrow at 9 a.m.

General booking starts from Thursday, 21st inst.

Those who are unable to secure stall seats for the Gala Night are recommended to book stall seats.

Stall seats will be found in place of the old benches, and for a spectacular production of this nature these seats are almost preferable to those further in front.

DOGS; BEWARE!

The *Gazette* contains the following:—The attention of owners of dogs is drawn to Notification No. 187 dated the 14th May, 1914, to the effect that every dog going abroad in the public thoroughfares or elsewhere shall be muzzled, and they are also warned that on and after Tuesday, 27th October, 1914, the provisions of Section 17 of Ordinance No. 1 of 1845 will be strictly enforced whereby any constable is authorised to destroy any dog which is found straying or wandering about between the hours of 10 p.m. and 5 a.m.

CRICKET.

MR. WEASER'S XI v. MR. SUTTON'S XI.
Played at Kowloon on 24th October, 1914.

MR. WEASER'S XI.				
E. J. Edwards, b. Kay	25			
N. J. Ralston, b. Overy	48			
Major Robertson, b. Claxton	48			
J. Stalker, c. Raven, b. Munn	34			
H. S. Reser, c. b. Kay	4			
W. L. Weaser, c. Claxton, b. Kay	5			
E. R. Reed, c. Overy, b. Claxton	5			
P. R. Wolf, not out	0			
D. Monkman, b. Claxton	0			
A. W. E. Davidson, b. Kay	0			
A. O. Brown, b. Kay	2			
Extras	9			
Total	138			

Bowling Averages.				
Kay	13	5	45	5
Overy	4	0	12	1
Blackburn	3	0	21	0
Munn	3	0	22	1
Sutton	2	0	18	0
Claxton	6	1	13	3

MR. SUTTON'S XI.				
A. A. Claxton, c. Wolff, b. Reed	53			
A. R. P. Raven, c. Wolff, b. Reed	1			
J. H. Mend, b. Reed	20			
F. L. R. Munn, c. b. Weaser	0			
F. Sutton, c. Ralston, b. Reed	0			
L. J. Blackburn, c. Edwards, b. Reed	8			
W. T. Elson, b. Reed	5			
W. Kay, not out	6			
C. Mycock, c. Edwards, b. Reed	0			
H. Overy, c. b. Reed	0			
A. G. Pile, c. Edwards, b. Reed	0			
Extras	5			
Total	100			

Bowling Averages.				
Reed	13	5	45	5
Stalker	6	1	13	3
Weaser	8	1	25	1

COMPANY MEETING.

CHINA LIGHT AND POWER CO., LTD.

The 13th ordinary general meeting of the shareholders in the above Company was held at the offices of the general managers, Messrs. Sheehan, Tomes & Co., on Saturday, Mr. R. Sheehan presiding. There were also present:—Sir Paul Chater, C.M.G., and Mr. G. W. Barton (Consulting Committee), Messrs. H. F. Campbell, J. A. Young, A. G. Gordon, A. A. Cordiero, and R. Hancock, with Mr. T. Leeman (Secretary).

The Secretary having read the notice convening the meeting, the Chairman said:—The report and accounts to 31st July having been in your hands for some time past, may, I presume, be taken as read. The net profit available for division is \$25,058.24, and I trust you will approve of the way in which we propose to deal with this amount. Our business continues to show slow but steady progress; the number of consumers has increased by 24 per cent., and as Kowloon continues to develop these figures will correspondingly improve. I am glad to say that so far, since these accounts were closed last July, our earnings do not appear to have been materially affected by the outbreak of war. As regards the installation of turbine engines, I can say very little at the moment, as owing, no doubt, to delays caused by the war at home we have only this week received tenders for the new plant from England and America, and have consequently not been able to go into them or come to any decision as yet. As I went into the necessity for this new installation fully at the extraordinary general meeting on 20th June last, I need not enlarge upon it now, but I may say that we shall be able to obtain the necessary funds by a loan at 8 per cent. per annum, and that we see no reason to change our former opinion as to the remunerative nature of the contract we have made to supply light and power to our neighbours in the Hongkong and Whampoa Dock Co. The question of motor buses for Kowloon has again had our consideration, but it does not seem advisable to sink capital in such an undertaking until we are assured of suitable and practicable roads for such heavy traffic, so for the present the matter must lie in abeyance. Before moving the adoption of the report and accounts I shall be glad to answer any questions that shareholders may care to put.

There being no questions, the Chairman formally proposed the adoption of the report and accounts.

Mr. BARTON seconded, and it was carried unanimously.

Mr. A. G. GORDON proposed that Sir Paul Chater and Mr. G. W. Barton be re-elected to the Consulting Committee.

Mr. CAMPBELL seconded, and the motion was carried.

Mr. CAMPBELL moved for the ensuing year at a remuneration of \$100 per annum.

The Chairman—That is all the business, gentlemen. Thank you for your attendance.

CIVIL SERVICE CRICKET CLUB ANNUAL MEETING.

The annual meeting of the Civil Service Cricket Club was held in the Club Pavilion on Saturday, Dr. Francis Clarke presiding.

The Chairman, moving the adoption of the report and statement of accounts, observed that the report concerning the sports seemed to be very satisfactory. Their exchequer was in a good condition and the membership showed an increase over the preceding year.

Officers for the ensuing season were elected as follows:—Captain 1st XI, Mr. R. E. O. Bird; Vice-Captain, Mr. E. W. Hamilton; Captain of 2nd XI, Mr. C. S. Sara; Hon. Secretary, Mr. F. Hill; Hon. Treasurer, Mr. W. H. Woolley; Bowls representative, Mr. A. M. Thornhill; Hon. Secretary, Mr. Allen; Green ranger, Mr. Thornhill. The Committee were elected by ballot as follows:—Messrs. Fincher, Bond, Higby, McLeod, Brett, Biden, and Smith.

ASSOCIATION FOOTBALL.

HONGKONG F.C. BEATEN BY 8TH COMPANY R.G.A.

The game between the Hongkong Football Club and the 88th Company R.G.A. on the Club ground at Happy Valley on Saturday was productive of occasional flashes of some really good footwork, but the Artillerymen were far in front of the civilians, and whacked them to the tune of 6 goals to nil. The 88th Company had in their ranks several of the best of the team which won the Charity Shield last year, and the combination of their attacking line, well led by Crane, was as effective as it was pretty. The game speedily resolved itself into a duel between the Hongkong defence and the soldiers' front line. The Club defenders had a terrible grueling, and Long and McCubbin in particular distinguished themselves for much effective tackling and spoiling work. Crane secured five of the goals, and Philpen claimed the other. The latter is a youngster just down from Peking, and his display was noticeably good. One of the most gratifying features of the exhibition was its freedom from any suggestion of underhand methods, there being no really flagrant fouls throughout. While the Club tried hard, they never looked like getting a score, and much practice will be needed to bring them up to their real form.

A meeting of all interested in Hongkong Association Football will be held at the Royal Artillery Theatre, Victoria Barracks, on Wednesday next at 8.15 p.m. sharp.

The chief business on the agenda is to consider the possibilities of playing Leung or Currie football this season.

WAR NEWS.

ALL ENEMY SUBJECTS TO BE EXPELLED.

The German and Austrian residents of Hongkong have received notice to quit the Colony by noon of Sunday next, November 1st.

GARMENTS FOR THE SOLDIERS AND THEIR FAMILIES.

Last week 507 garments made by the women of Hongkong and Macao were sent to the Hon. Secretary, "Queen Mary's Needlework Guild," Priory Court, St. James' Palace, S.W., for the soldiers at the war and their wives and families at home.

The following is a list of the

108 Pairs socks.	1 Cholera belt.
20 Balclava helmets.	1 Cap.
48 Pairs cuffs.	1 Shawl.
21 Chest protectors.	2 Pairs bedroom slippers.
7 Pairs pyjamas.	56 Shirts.
33 Bed jackets.	38 Flannel vests.
18 Pairs pants.	8 Women's flannel petticoats.
21 Women's blouses.	1 Woman's skirt.
3 Women's dresses.	5 Women's night gowns.
11 Children's flannel dresses.	2 Khaki trousers and tunics.
2 Overalls.	10 Pairs knickers.
19 Petticoats.	11 Boys' shirts.
2 Babies' bonnets.	5 Infants' jackets.
5 Children's coats.	2 Children's bed jackets.
1 Child's nightgown.	1 Pair bed socks.

HUGE GERMAN LOSSES.

LONDON, October 14th. It is stated in Amsterdam that the first thirty-five lists of casualties of the Prussian Army contain 974 officers killed, 2,188 wounded and 122 missing; 13,051 men killed and 50,945 wounded, also 1,454 killed and 50,945 wounded. The lists do not include losses of the Bavarian, Saxony and Württemberg regiments. A further eleven lists bring the total casualties of the Prussian army up to 211,000.

"NEW ROME AND NEW CARTHAGE."

The *Frankfurter Zeitung* gave prominence last month to an article called "New Rome and New Carthage." It depicts in the glowing terms the impending doom of the British Empire. Incidentally it shows to what extent German "news" has deluded the Germans. The writer wishes he had a cloak of invisibility, and proceeds:—

"The French shivering fear of the French statesmen! This collapse, doubly terrible after the rejoicings of the first days, during which the betrayed people had been raised to fever heat by endless lies, the shivering fear of the statesmen, from whom a truly awful reckoning will be demanded!"

But it would be better still to stray through the official rooms in Downing-street and be able to listen to Mr. Edward Grey's conversations with his friends. The clever, cold calculations crossed through with red lines, torn by splinters of shell! The gentlemen over there are in the way of being great historians. Has serious days risen before them in these serious days, when the *élite* of the troops are being chased like sheep by the German heroes, when German cruisers and submarines dash gallantly round the coast, when even England's pedestal, the Bank, began to reel, and bankruptcy after bankruptcy devastated the business world, while over here German discipline and self-sacrifice were able to meet all needs, does there not rise before them a soul-harrowing picture—Carthage?

GERMANY AFFAIRS TO PUBLISH SOLDIERS' LETTERS.

After suppressing the publication of full casualty lists, as issued by the Government, in order to diminish the depressing effect on the population of the appalling losses of the German Army, the German General Staff has now prohibited the publication of soldiers' letters in the German papers.

No explanation is vouchsafed for this measure, but presumably it is traceable to the very inconvenient and open-hearted accounts of German horrors in Belgium which have been sent back by officers and men in the field in letters to their relatives.

In view of the growing difficulty of obtaining raw material in Germany a company has been formed to provide the Army and Navy with woollen materials for uniforms, etc. The German Empire will accord the company the right to seize all wool stocks as well as half-finished products at present in Germany and in parts of hostile countries occupied by the German armies. It emphasises the fact that the company is being formed only in the interest of the Army and not for the purposes of profit.

A FEARFUL GERMAN ORDER.

LONDON, October 8th. At the trial of a number of German prisoners of war in Paris, charged with plundering private houses, they insisted on their innocence on the ground that they committed the crime by order of their superiors. The order from their superior is said to be as follows:—

"FLUNDER, BURN, KILL." "Shoot the residents, plunder all houses, and then set them on fire. Do not make wounded enemies prisoners; kill them."

In a diary written by a German officer, which was picked up from a farm-house in France, the following note appears:— "Our company again started shooting at the farmers, and poured bullets upon women and children. The cruelty was decidedly disgusting, but could not be helped."

HOW THE LANCERS SAVED THE GUNS.

CORPORAL'S STORY OF THE CHARGE.

What they will have done by the time the war is over no one can guess, but the 9th Lancers have already added brilliant chapters to the history of their regiment.

Two of their exploits have already been described briefly. The tale is told more fully by wounded men of the regiment now in London. The saving of two guns a fortnight ago to-day was the first achievement.

"The gunners had all been killed by shrapnel," said a corporal of the 9th to a *Daily Mail* representative yesterday. "There were the guns, with no one to look after them and a good chance that the Germans might get them. The horses were safe enough, but there was no one to harness them."

"Captain Grenfell stepped out. 'We've got to get those guns back,' he said. 'Who's going to volunteer for the job?' He had a couple of dozen of us before he had finished speaking. Since our chaps have seen him in the firing line, they would go anywhere with him."

"Well, we went out. There were bullets flying all round us and shrapnel bursting all over the place, but Captain Grenfell was as cool as if he was on parade. 'It's all right,' he said. 'They can't hit us. Come along.'"

"We got to the guns all right, hitched up the horses, and brought them back, and only three of our chaps were hit. It's a wonder the whole lot of us were not wiped out."

CAPTAIN GRENFELL'S WOUNDS. "Later in the day Captain Grenfell was wounded. He got a bullet in the thigh and a couple of fingers injured. They brought him back from the firing line and sent for an ambulance to take him away, but while they were waiting for the ambulance a motor-car came along."

"That's what I want," said the captain. "What's the use of an ambulance to me? Take me back to the firing line." And he got into the motor-car and went off back and left the doctors to make what they liked of it."

"Then there was that business on Wednesday, when the Germans had their guns behind sheaves of corn. One battery was spotted, and they said we had got to put it out of action. There was nothing for it but to ride straight at them, and we went."

"It was warm work, that ride, with shells bursting all over the place, but we went for all we were worth. We got there, and then we didn't have much trouble. Show a German a bit of cold steel and he isn't stopping to know any more about it. We finished off all who didn't run, and put the guns out of action."

EASTERN TELEGRAPH CO. AND CODE ADDRESSES.

They the following notice:—

"On and after the 26th October code telegraphic addresses which have been registered prior to the 1st July, 1914, may be used as the address but not as the signature in telegrams between any two places in British Territory (including Egypt), territory of Allied Countries, or the United States of America."

"If the destination of the telegram is Allied territory or the United States the full name and address of the addressee must be noted at the foot of the telegram form for the information of the Censor."

"It should be noted that the Treaty Ports of China are not included in this concession and that all telegrams to places not mentioned above—e.g., Netherlands India, Siam, etc., etc., must, as hitherto, bear plain addresses."

SIR RICHARD DANE DECORATED.

The announcement is made in the *Peking Government Gazette* that the first-class of the Chiaocho decoration has been conferred upon Sir Richard Dane in recognition of his services in connection with the reform of the Salt Gabelle.

INTIMATIONS

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON LAGER BEER.

A DUTCH BEER FAMOUS

AT HOME AND ABROAD FOR

PURITY.

EXCELLENCE.

CHEAPNESS.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM.

ENEMY ENDEAVOURING TO MAKE A FRESH EFFORT.

VIOLENT ATTACKS REPULSED.

LONDON, October 23rd.
4.30 p.m.

A Paris *communiqué* states that the very strong German forces which were signalled yesterday have attacked with the greatest violence the whole region between the North Sea and La Bassee Canal.

The Allies' position on the whole was maintained and if they had to give ground in some places, they gained it in others.

The enemy appears to be endeavouring, along the greater part of the front, particularly between the North Sea and the River Oise, to make a fresh effort, using new corps of raw troops some of whom are very young, and others elderly, with officers and non-commissioned officers drawn from any available source.

The enemy has also shown particular activity in the Arras district and the Somme.

We have progressed north and south of the Somme and notably in the region of Rosieres-en-Santerre.

We have gained partial successes at Verdun and Pont-a-Mousson. There has been no change on the rest of the front.

LONDON, October 24th.
12.55 a.m.

An official Paris *communiqué* issued at 11 o'clock in the evening stated that the situation on the Left Wing was generally unchanged.

The action has continued with great violence, particularly around Arras, La Bassee, and Armentieres. The Allies lost ground at some points around La Bassee, but gained ground east of Armentieres.

unchanged. Batteries. 4.40 p.m.

To-day's Paris *communiqué* says:—

On the Left the battle continues. The enemy made progress north of Dixmude and around La Bassee.

We advanced very appreciably east of Nieuport, in the region of Langemark, and in the country between Armentieres and Lille.

There has been here inevitable fluctuations in the fighting line, which, on the whole, is being held.

On the rest of the front several day and night attacks by the Germans have been repulsed.

We made slight progress at several points, and in Woevre our advance continued in the direction of the forest of Montmare and Le Pretre Forest. 6.30 p.m.

Another *communiqué* says:—

Contrary to German official statements, we have retained a large part of the ground conquered south of Thiancourt.

The Germans asked for an armistice to bury their dead, but we refused.

Resuming the offensive, we made fresh progress.

LONDON, October 25th.
1.10 a.m.

A *communiqué* issued in Paris at midnight says:—

From the sea to the south of Arras-violent attacks by the Germans have been everywhere repulsed.

We captured in Argonne the village of Melcourt, commanding the roads from Varennes to the valley of the Aisne.

There is nothing to report elsewhere.

BRITISH NAVAL OPERATIONS OFF BELGIAN COAST.

GERMAN LINES ENFILEADED.

LONDON, October 24th.
6.10 p.m.

The Admiralty announces that throughout yesterday monitors and other British warships co-operated with the Belgian Army. All the German attacks at Nieuport have been repulsed. The Naval fire, which enfileaded the German lines, caused heavy losses, as prisoners testify. We also bombarded the German batteries at Ostend.

Rear-Admiral Hood now has a fine flotilla of suitable vessels which are not of great value to the Fleet. The warships were persistently attacked by a submarine, torpedoes missing the *Wildfire* and the *Myrmidon*. We again drove off the submarine.

Naval aeroplanes and balloons directed the fire of the warships. We suffered no losses.

[THROUGH REUTER'S AGENCY.]

BRITISH DESTROYER SINKS GERMAN SUBMARINE.

LONDON, October 24th.
4.35 p.m.

It is officially announced that the destroyer *Badger* rammed and sank a German submarine off the Dutch coast. The *Badger's* bow was somewhat damaged.

REVIEW OF RECENT FIGHTING.

BY THE HEADQUARTERS' EYE-WITNESS.

LONDON, October 24th.
11.30 a.m.

The Headquarters' Eye-witness, continuing his narrative to the 17th inst., says that despite the trying nature of the fighting and the rain the troops are very fit, and in fact are steadily advancing. The enemy giving way proved a most welcome and inspiring change after some weeks of monotony in the trenches.

German prisoners report that their advanced troops are short of food and exhausted by continual outpost work, whereas the British can afford to give their troops more rest and plenty of good food. Many of the Germans have only had two months' service.

Nevertheless, the enemy in the front is fighting well and skilfully, and showing considerable powers of endurance.

As the campaign proceeds the tendency of the Germans to rely on their splendid war material, with which they are so amply provided, rather than on the employment of masses of men, has been more and more marked.

There are now indications, however, that their supply of war material is not inexhaustible. There have been various evidences that they have been obliged to have recourse to old models of rifles and guns.

THE RUSSIAN ADVANCE.

PURSUIT OF RETREATING GERMANS BEYOND THE VISTULA.

SEVERE BATTLE IN PROGRESS SOUTH OF THE PILITZA.

LONDON, October 24th.
12.50 a.m.

with no resistance from the Germans, who continue to retreat.

A further official message from Petrograd states that in the trenches under Ivangorod the Russians captured a large quantity of munitions which had been abandoned by the German Reserve Guard Corps in their precipitate retreat.

The Austrian armies continue to fight desperately on the Vistula above Soltz and on the San, and particularly south of Przemyśl.

LONDON, October 25th.
2.25 a.m.

A Petrograd *communiqué* says that the Russians beyond the Vistula are on the heels of the enemy's retreating armies.

The Germans northward of the River Pilitz, offering a poor resistance, were driven back as far as Skerovitz.

Southward of the River Pilitz a severe battle is proceeding with the Austrians and Germans along a front of 25 miles.

The Austrians are still endeavouring to hold the Vistula above the River Iianka, but the Russians are crossing.

FRENCH WARSHIPS BOMBARD CAMEROON PORTS.

LONDON, October 24th.
11 a.m.

A telegram from Bordeaux says that French warships bombarded the ports of Compo and Kribili in the Cameroons (West Africa) from October 11th to the 14th, after twice demanding surrender without getting a reply.

FRENCH STEAMER ASHORE.

LONDON, October 24th.

The French steamer *Marie Henriette* is ashore off Cape Bardeur (east of Cherbourg) with wounded aboard. The S.O.S. signals were received at the Isle of Wight.

Another French ship is standing by.

NEWFOUNDLAND CONTINGENT ARRIVES.

LONDON, October 23rd.
6.45 p.m.

The Official Press Bureau authorises Reuter to announce that a Newfoundland contingent has arrived in Great Britain.

ANOTHER COLONIAL WAR GIFT.

LONDON, October 24th.
6.30 p.m.

The Official Press Bureau publishes a war gift of £5,000 by Sierra Leone, and the Colonial Secretary's (Mr. Harcourt's) letter of thanks.

[THROUGH REUTER'S AGENCY.]

GERMAN CRUISER'S RAIDS ON SHIPPING

THIRTEEN BRITISH STEAMERS SUNK.

LONDON, October 23rd.
2 p.m.

A message from Las Palmas states that the steamer *Crefeld* has arrived with the crews of the following thirteen steamers which have been sunk by the German cruiser *Karlsruhe*, mostly in the Atlantic and totalling 60,000 tons:—

Highland Hope, Cervantes, Maple Branch, Strath Roy, Lyn Rowan, Cornish City, Rio Iguala, Niceto, Maria de Larrinaga, Fern, Indranti, Pruth and Cordor.

[The *Karlsruhe* is a protected cruiser of 4,900 tons displacement. Her main armament consists of twelve four-inch guns, and she has two submerged torpedo tubes. She is quite a new vessel, having been laid down in 1911. Her speed is not given in the reference books. Her indicated horse-power is 26,000.]

The following are the particulars of certain of the vessels so far as can be ascertained:—

Cordor:—Vessel of 1,058 net ton., property of New York and Pacific Steamship Co., Ltd. Built at Sunderland in 1893.

Cornish City:—Apparently the property of the British and North Atlantic Steam Navigation Company.

Highland Hope:—Vessel of 3,320 net ton., property of Nelson Line, Liverpool. Built at Port Glasgow in 1902.

Indranti:—Vessel of 3,226 net ton., property of "Indra" Line, Ltd., Liverpool. Built at Barrow in 1894. A vessel similarly named, of 2,339 net ton., is owned by A. P. Donaldson, Glasgow.

Maria de Larrinaga:—Vessel of 2,578 net ton., property of "Maria de Larrinaga" Steamship Co., Ltd., Liverpool. Built at Whiteinch in 1895.

Pruth:—Vessel of 2,397 net ton., property of Mercantile Steamship Co., Ltd., London. Built at West Hartlepool in 1905.

NINE GERMAN CRUISERS AT LARGE.

SEVENTY OF THE ALLIES' SHIPS SEARCHING FOR THEM.

LONDON, October 23rd.
7.30 p.m.

The Admiralty announces to-night that nine German cruisers are on the high seas, and that seventy warships of the Allies are searching for them, including a number of fast British cruisers. The discovery and destruction of the enemy cruisers is a matter of time, patience and luck, owing to the vastness of the oceans and the innumerable archipelagoes.

Hitherto our vessels had a most serious and important convoy duty. Now, however, the searchers will be continually augmented, but meanwhile merchantmen must observe the Admiralty instructions which have been most

interfered with. Consequently, there was no occasion for anxiety nor excuse for complaint. The position inspires confidence and satisfaction, especially as the German overseas trade has ceased.

STORIES OF THE NAVAL FIGHT.

THE END OF THE "MAINZ."

A vivid story of the sinking of the German cruiser *Mainz* during the fight off Heligoland is told by a member of the crew of H.M.S. *Southampton* in a letter to his parents.

We started (he says) the first thing in the morning, when we had a brush with two destroyers. It was misty and they were practically invisible, but I believe they were hit twice before disappearing in the mist.

After that we turned and steamed out of it, but were recalled by an urgent wireless message from one of our ships which was in difficulties. Of course the ship was immediately turned, and we proceeded at full speed to the scene of operations.

The enemy turned out to be a three funnelled cruiser, somewhat larger than us. We immediately opened fire at a range of 10,000 to 13,000 yards. The enemy replied and steamed away from us, but eventually we ran parallel.

FIVE SHELLS EVERY TEN SECONDS. Things began to look lively, as we were putting shells into her at the rate of five every ten seconds, and 6-inch lyddite at that. The shells have a terrible effect, and fumes from them kill anyone within a range of 60 yards, while they set on fire everything near them.

Presently she was seen to be on fire, and a few minutes afterwards a beautifully placed shell put "paid" to two of her funnels. All amidships was now a raging fire, and the end came when her mainmast went by the board. We immediately ceased fire and altered our course, going close to her.

My—! what a sight she was! The fire amidships had made two of the funnels red-hot and flames and smoke were pouring out of her. Her port side was like a sieve. Every gun was smashed and bent, some looking round corners, some on their sides—in fact, her whole upper deck was chaos.

The fore-bridge was a tangled mass of ironwork, while the wire stays from the foremast were swinging in the air. What she was like inside, heaven alone knows.

We passed within a couple of hundred yards of her, and the only living beings on the upper deck were one man on the quarter-deck and what looked like a couple of officers standing under what had been the fore-bridge. Many of them had jumped overboard, and, of course, were rescued, but these only totalled seven officers and 10 men out of a crew of 400 or 500.

Another vivid account of the destruction of the German cruiser *Mainz* is given by a Southwick coast-guard'sman told by a Southwick coast-guard'sman.

We had orders to H.M.S. *Lurcher*, we steamed on, then floating past the ship. As the German cruiser *Mainz* passed, the German sailors cheered her down. All over her decks were dead and dying. We steamed full speed to the cruiser squadron and turned over 100 prisoners. The others were unable to move. We brought them to Harwich. Fourteen died on the way, and we buried them at sea. I am afraid I cannot tell you full details. The German sailors were a very good lot. Most of them could talk English.

H.M.S. "LION'S" FINE SHOOTING.

An account of the fine shooting of the gunners on board the *Lion* is given by a young Wimbledon navy man who is serving on board the flagship of the first destroyer squadron. He writes:—

We had a very decent splash last week off Heligoland, as doubtless you have read. Our shots were pretty near. It was a fine sight to see the *Lion* demolish one cruiser. We could see her (the cruiser's) shots falling short, but still the *Lion* did not fire. For fully ten minutes the cruiser belted away without getting a hit. Then the *Lion*, who was leading the line, hoisted "Open fire," turned slowly and majestically round and fired her broadside—once. It was quite sufficient. Up went a cloud of smoke and steam from the target, and when it cleared her aft funnel was at a rakish angle, and a huge rent appeared the length of her side.

After a few more "salvos" she was rapidly sinking by the stern. Shortly afterwards she half-bowed down her ensign, and as we were steaming up to stand by and rescue her survivors, she hoisted it again and opened fire. It was a dirty trick, but they got their deserts. Once again the *Lion* turned, and this time fired five shots from her huge turret. Amidst a shower of splinters and smoke she disappeared. We steamed on, spot, but although there was a wreckage, not a single living being was to be seen. The incident about forty-five minutes whole battle was raging.



SHIPPING

ARRIVALS.

AKI MARU, Japanese str., 4,002, I. Noma, 25th October—Shanghai 22nd October, General.—Nippon Yusen Kaisha.

ALBANA, British str., 2,207, W. Dunbar, 25th October—Chingwangtao 19th October, Coal.—Doddwell & Co.

CEYLON MARU, Japanese str., 5,060, M. Shimizu, 21st October—Singapore 17th October, General.—Nippon Yusen Kaisha.

COLOMBO MARU, Japanese str., 2,914, O. Sakamoto, 24th October—Singapore 17th October, General.—Nippon Yusen Kaisha.

ESBUNA, British str., 2,907, H. Jackson, 23rd October—Nowchawang 17th October, Ballast.—Asiatic Petroleum Co.

HANOI, French str., 730, Le Chevalier, 24th October—Haiphong 22nd October, General.—A. R. Marty.

GLENLOGAN, British str., 3,890, Henderson, 24th October—Shanghai 19th October, General.—Shewan, Tomes & Co.

HATHING, British str., 1,201, W. C. Passmore, 25th October—Swatow 24th October, General.—Douglas Lapraik & Co.

HELENUS, British str., 7,554, A. D. Baker, 24th October—Singapore 19th October, General.—Butterfield & Swire.

NELSON, British str., 7,000, John Gaunt, 23rd October—London 6th September, General.—P. & O. S. N. Co.

PROMETHEUS, Norwegian str., 1,024, U. Jensen, 24th October—Bangkok 15th October, Rice.—Thoresen & Co.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

For NEW YORK via PANAMA.

S.S. "ATHOL" ... On or about 23rd Oct. For Freight and further information, apply to—

DODD WELL & Co., Ltd., Agents.

Hongkong, 9th October, 1914. [168]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

THE Company's Steamship

"CHILI," Captain Perrin de Bussac, will be despatched for MAHARAJES, without transshipment, on TUESDAY 3rd November, at 1 P.M.

Ports of Call: SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ, PORT SAID.

P. THOMAS, Agent.

Hongkong, 17th October, 1914. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMSHIP "PLYMOUTH" AND "PORTS," LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAK, GULF, COCHIN, AMERICAN AND SOUTH A.

THE Steamship "H.M. Majesty's" attached from this port on FRIDAY, the 6th.

Captain G. L. at 4 P.M., taking Passengers, Cargo for the above Ports, in for 5 with the Co's s.s. "KYNARD."

Colombo, passengers' accommodation which vessel is secured before departure.

Bills and Valuations and Tea and other items will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEVETT, Superintendent.

Hongkong, 24th October, 1914. [1]

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL (With Liberty to Call at Malabar Coast.)

THE Steamship "SAINT FILLANS,"

Will be despatched as above on 6th November. For freight apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 9th October, 1914. [127]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & GENOA VIA SINGAPORE, &c.	CANDIA	Brit. str.	—	R. E. Peel	P. & O. S. N. Co.	On 28th inst. at 10 A.M.
LONDON VIA USUAL PORTS OF CALL	MONMOUTHSHIRE	Brit. str.	—	G. Manley	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
MARSEILLES VIA PORTS	CHILI	Brit. str.	—	Perrin de Bussac	P. & O. S. N. Co.	On 6th Nov., at 4 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	ATSUTA MARU	Japan. str.	—	T. Hamada	MESSAGERIES MARITIMES	On 3rd Nov., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KIELUNG & JAPAN	TACOMA MARU	Japan. str.	—	Noma	NIPPON YUSEN KAISHA	On 4th Nov., at 10 A.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AKI MARU	Japan. str.	—	H. W. L. Holman	OSAKA SHOSEN KAISHA	On 29th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	PANAMA MARU	Japan. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Nov., at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PANAMA, &c.	GLENBOY	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 11th Nov., at 4 P.M.
NEW YORK VIA PANAMA	ATHOL	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 24th Nov.
NEW YORK VIA SUEZ CANAL	SAINT FILLANS	Brit. str.	—	—	DODD WELL & Co., Ltd.	About 28th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th Nov.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHU	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	To-morrow, at Noon.
SAN FRANCISCO & SAN PEDRO, &c.	HAGER DOUGLAS	Am. str.	—	M. Ridley	PACIFIC MAIL S.S. Co.	On 3rd Nov., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINKO MARU	Japan. str.	—	Ohkuma	THE ROBERT DOUGLAS CO.	About 10th Nov.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANTO MARU	Japan. str.	—	E. Finlayson	TOTO KISEN KAISHA	On 2nd Dec.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Japan. str.	—	T. Sato	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Japan. str.	1 m.	G. L. Smith	NIPPON YUSEN KAISHA	On 18th Nov., at Noon.
JAPAN	ADENHAM	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 10th Nov., at 10 A.M.
Kobe & YOKOHAMA	TIPIANAS	Dut. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
NAGASAKI, Kobe & YOKOHAMA	MIYASAKI MARU	Japan. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 9 A.M.
TIENSIN VIA WEIHAIWEI	INABA MARU	Japan. str.	—	—	P. & O. S. N. Co.	To-morrow, at Daylight.
WEIHAIWEI, CHEFOO, NEWCHANG & TIENSIN	CHIPSING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI	HUYCHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
SHANGHAI	CHUNAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 29th inst., at 9 A.M.
SHANGHAI KOBÉ & MOJI	YANIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI	YINGCHOW	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	On 29th inst., at Noon.
SHANGHAI, KOBÉ & YOKOHAMA	ATLANTIQUE	Brit. str.	1 m.	W. H. Sweny, R.N.E.	P. & O. S. N. Co.	About 3rd Nov.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	NAGATA	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	About 16th Nov.
SHANGHAI & KOBÉ	RANGDON MARU	Japan. str.	—	S. Tokunaga	NIPPON YUSEN KAISHA	On 18th Nov.
SHANGHAI & KOBÉ	KAWACHI MARU	Japan. str.	—	K. Hattori	JAVA-CHINA-JAPAN LINE	On 1st Nov., at Noon.
SHANGHAI	TJIKEMANG	Dut. str.	—	S. Tokunaga	OSAKA SHOSEN KAISHA	On 29th inst., at 9 A.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Japan. str.	—	W. C. Passmore	OSAKA SHOSEN KAISHA	On 1st Nov., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOBU MARU	Japan. str.	—	A. H. Steward	DOUGLAS LAPRAIK & Co.	On 28th inst., at Noon.
TAMBUI VIA SWATOW & AMOY	DAIGI MARU	Japan. str.	—	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 28th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 30th inst., at 1 P.M.
SWATOW, AMOY & SHANGHAI	HAICHING	Brit. str.	2 h.	Pennefather	BUTTERFIELD & SWIRE	On 3rd Nov., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	E. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. G. G. Leask	BUTTERFIELD & SWIRE	On 31st inst., at 3 P.M.
MANILA, CEBU & ILOILO	HAICHING	Brit. str.	2 h.	Tenda	JARDINE, MATHESON & Co., Ltd.	On 7th Nov.
MANILA, CEBU & ILOILO	YUNGSANG	Brit. str.	1 m.	S. Yamada	NIPPON YUSEN KAISHA	On 29th inst.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	—	Karashima	OSAKA SHOSEN KAISHA	Middle of Nov.
BOMBAY VIA SINGAPORE & COLOMBO	LOONGSANG	Dut. str.	—	H. Mathias	BUTTERFIELD & SWIRE	On 28th inst., at 10 A.M.
BOMBAY VIA SINGAPORE, PORT SWAN, PANANG & COLOMBO	JINSEI MARU	Japan. str.	—	—	—	—
SINGAPORE, PENANG, RANGOON & CALCUTTA	PEKING MARU	Japan. str.	—	—	—	—
HOIHOW & HAIPHONG	HAIR MARU	Japan. str.	—	—	—	—
	KA MARU	Brit. str.	1 m.	—	—	—

WEATHER REPORT.

On the 26th at 11.15 a.m.—The anti cyclone is passing into the Pacific. Another is forming over N. China.

Pressure changes in the South are small. The monsoon will set in again along the east coast of China and freshen slightly over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.
Hongkong & Neighbourhood (E. winds, moderate to fresh; fair to showery; cooler.)
Formosa Channel (N.E. winds, freshening considerably.)

South coast of China between Hongkong and Lamcocks (The same as Hongkong and Lamcocks.) No. 1.

South coast of China between Hongkong and Hainan (The same as Hongkong and Hainan.) No. 1.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENAVON."

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., wharves and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Oct. will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 2nd Nov., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Oct., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th October, 1914. [1270]

S.S. "ATLANTIQUE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with "above" Steamer are hereby informed that their Goods will be landed at the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Underinsured Goods remaining undelivered after the 30th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 3rd Nov., or they will not be recognized.

All damaged packages will be examined on the 30th inst., at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 23rd October, 1914. [2]

CHILDREN OF FAR EAST

A SOCIAL AND POLITICAL NOVEL

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystery of Flowery Land," etc.

THE VOLUME, which consists of 10 Pages, and includes a Sketch of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE. Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR EAST" an excellent volume for presentation to friends at Home.

PRICE \$3.00.

To be obtained from Messrs. KELL & WALSH, LTD., Messrs. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

To VANCOUVER

SEAMEN Hong Kong S'hai Naga- Kobo Yoko- Vancouver

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To L'POOL

Quebec Liver- pool

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FROM L'POOL

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	NANKIN Capt. G. Manley	Daylight, 27th Oct.	Freight and Passage.
LONDON and GENOA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	CANDIA Capt. R. E. Peel	10 A.M. 28th Oct.	Freight.
LONDON VIA USUAL PORTS	NANKIN Capt. G. Manley	4 P.M. 6th Nov.	See Special Advertisement.
SHANGHAI, MOJI, KOBE, NAGOYA and YOKOHAMA	W. H. Swaney, R.N.R.	About 15th Nov.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th October, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
WEIHAIWEI, CHEFOO, NEWCHANG & T'SIN	HUICHOW	On 27th Oct., 9 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 27th Oct., 4 P.M.
HONGKONG and HAIPHONG	"KAI FONG"	On 28th Oct., 10 A.M.
SWATOW, AMOY and SHANGHAI	"ANHUI"	On 28th Oct., Noon.
SHANGHAI	"YINGCHOW"	On 29th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 3rd Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

For Freight or Passage apply to—
Hongkong, 26th October, 1914

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

Accommodation for first class passengers, including cabins, staterooms, and saloons.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 27th Oct., at 1 P.M.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 30th Oct., at 1 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 3rd Nov., at 1 P.M.

FOR SWATOW AND RETURN.

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 28th Oct., at 1 P.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 26th October, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	28th Oct.	On 10th Nov., 10 A.M.
ST. ALBANS	21st Nov.	On 18th Dec., 10 A.M.
EASTERN	12th Dec.	On 8th Jan., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	14th Nov.
SHINYO MARU	22,000—21 knots	TUES., 5th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " " £96.10.
" " " " SAN FRANCISCO	£45.	" " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—16 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO AND NORTH PACIFIC RAILWAY CO.

For VICTORIA and TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 29th Oct., at 4 P.M.
"PANAMA MARU"	J. Kanoo	WED'DAY, 11th Nov., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"PEKING MARU"	S. Yamane	Middle of November.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto	SUNDAY, 1st Nov., at Noon.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU"	K. Morakami	SUNDAY, 1st Nov., at 10 A.M.
"DAIGI MARU"	S. Tokushige	" " " " " " " "

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"BOSHU MARU"	K. Hattori	THURSDAY, 29th Oct., at 8 A.M.
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These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor, No. 1, Queen's Building.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
26th Oct.	17th Nov.
"GUJERAT"	" " " " " " " "

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Days at MARSEILLES	Days at LONDON
YOKOHAMA	COLOMBO.	6 p.m.	Noon.		Friday	Thursday
	NANKIN	Nov. 2	Nov. 6			Dec. 10
Nov. 9	NUBIA	Nov. 1	Nov. 20	MEDINA	Dec. 18	Dec. 24
	ORIENTAL	Dec. 1	Dec. 5	MONGOLIA	Jan. 1	Jan. 7
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15	Jan. 21

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	£25.	£21.
" " " " " " " "	£29.	£23.
2nd Saloon "A" " " " " " "	£24.	£22.
" " " " " " " "	£20.	£18.
1st Saloon "A" Accommodation Single	£21.	£19.
" " " " " " " "	£25.	£23.
2nd Saloon "A" " " " " " "	£22.	£20.
" " " " " " " "	£18.	£16.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Days at M'NEILLES	Days at LONDON
	about	about	about	about	about	about
NELLORE	Nov. 9	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
NAGOYA	Dec. 7	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	Tons	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Yoshikawa	16,000	WEDNESDAY, 4th Nov., at 10 A.M.
	YASAKA MARU Capt. Yamawaki	25,000	WEDNESDAY, 18th Nov., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU Capt. Noma	12,200	TUESDAY, 3rd Nov., at Noon.
	SADO MARU Capt. K. Atsuta	12,500	TUESDAY, 17th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
	TANGO MARU Capt. Sekine	13,500	WEDNESDAY, 16th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	HAKATA MARU Capt. Kawasaki	12,500	SATURDAY, 7th Nov.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Terada	5,000	THURSDAY, 29th Oct.
SHANGHAI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 6th Nov.
SHANGHAI and KOBE	RANGOON MARU Capt. Nomura	7,000	WEDNESDAY, 18th Nov.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominga	12,500	SUNDAY, 1st Nov., at 5 P.M.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Teranaka	16,000	TUESDAY, 27th Oct., at D'light.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamer.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	23rd Feb.
MISHIMA	20,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKA	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.

FOR AMERICA.

AKI MARU	12,500 Tons	Tues., 26th Jan.
SADO	12,500	9th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

POST OFFICE NOTICE.

The Service to Tsingtau is suspended.

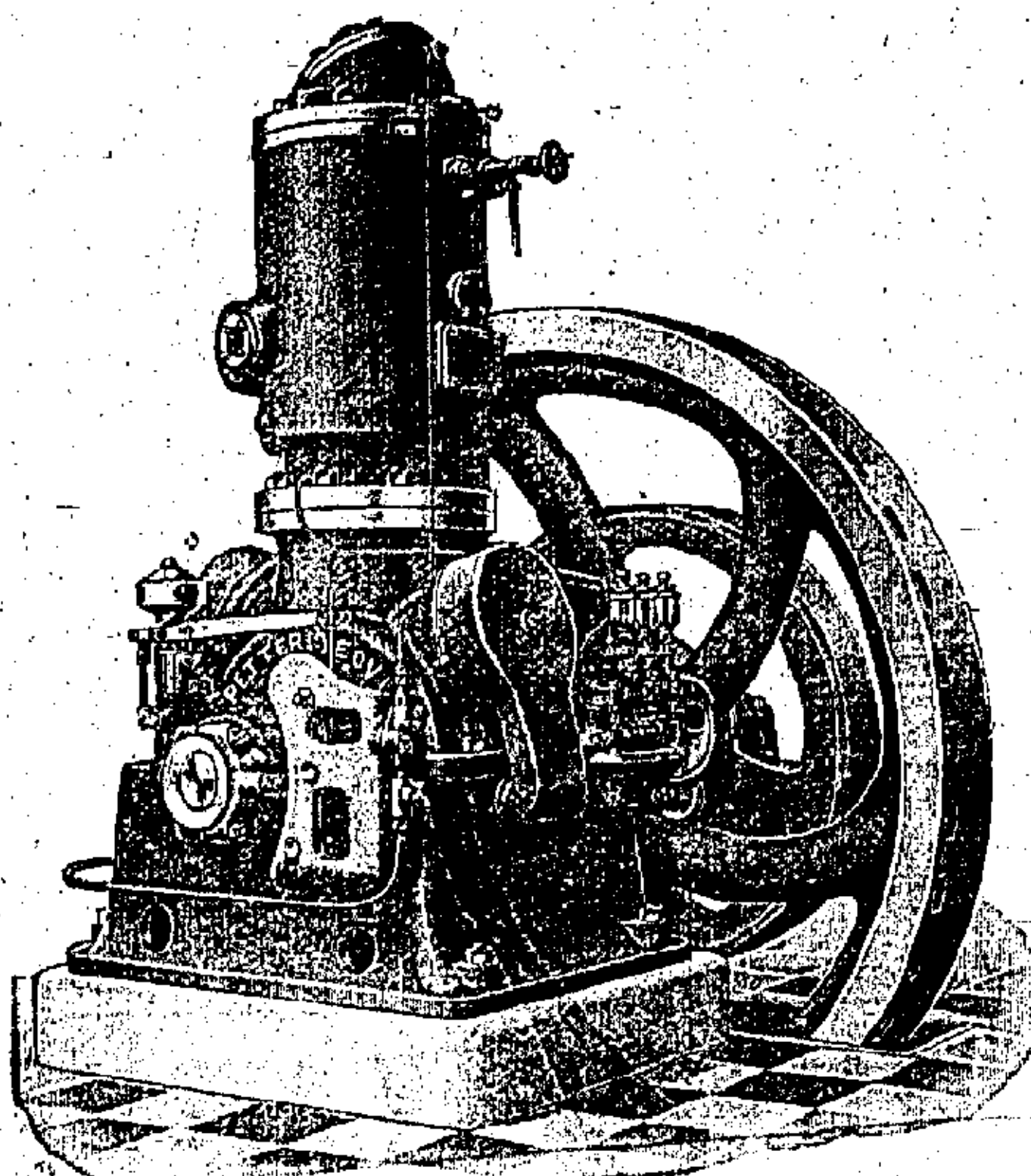
A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Vœux Road.

The ENGLISH MAIL from Europe is due to arrive here to-day, at 4 p.m.

FOR	DATE
Swatow and Bangkok	Monday, 26th, 10.00 A.M.
Japan via Kobe	Monday, 26th, 4.00 P.M.
Shanghai and North China	Monday, 26th, 4.30 P.M.
(EUROPE via SIBERIA)	Registration ... 4.30 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O.]	Letters ... 5.00 P.M.
11.30 a.m. Monday, 2nd November.]	
Weihsai, Crefoo, Newchwang and Tientsin	Tuesday, 27th, 8.00 A.M.
	Tuesday, 27th, 10.00 A.M.
	Registration with late fee of 10 cents up to (1.030 A.M.)
	Registration ... 9.30 A.M.
	Letters ... 11.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGA- SAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO, UNITED KINGDOM via CANADA	Tuesday, 27th, NOON
	Registration ... NOON
	Letters ... 1.00 P.M.
Shanghai and North China	Tuesday, 27th, 3.00 P.M.
Philippine Islands	Tuesday, 27th, 3.00 P.M.
Hoikow, Haiphong and Pakhoi	Wednesday, 28th, 3.00 A.M.
Swatow, Amoy, Shanghai and North China	Wednesday, 28th, 11.00 A.M.
Swatow	Wednesday, 28th, NOON
Formosa via Keelung, Japan via Moti, Victoria, B.C., Tacoma, and United Kingdom via Canada	Thursday, 29th, 1.00 P.M.
	Registration ... 2.00 P.M.
SHANGHAI and NORTH CHINA	Thursday, 29th, 2.30 P.M.
(EUROPE via SIBERIA)	Registration ... 2.30 P.M.
[Tientsin-Pukow Service Shanghai Brit. P.O.]	Letters ... 3.00 P.M.
5 p.m., Monday, 2nd November.]	
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	Friday, 30th, 11.00 A.M.
Swatow, Amoy and Foochow	Friday, 30th, 1.00 P.M.
	- NOVEMBER -
	Tuesday, 3rd, 1.00 P.M.

WM. C. JACK & CO., LTD.,

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ENGINES.

We carry large stocks of
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[494]

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OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 27th Oct., at Noon.
MANCHURIA " TUESDAY, 3rd Nov., at 1 P.M.
MONGOLIA " TUESDAY, 1st Dec., at 1 P.M.
KOREA " TUESDAY, 22nd Dec., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moran, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is our first consideration.

For further information, rates, literature, schedules, etc., apply to

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KING'S BUILDINGS.

TEL. No. 141.

PASSENGERS.

ARRIVED.

Per *Prometheus*, from Bangkok, Mr. Arthur McClure.
Per *Glenloggy*, from Shanghai, Miss Morris and Mr. Knott.
Per *Haiching*, from Swatow, Mr. J. Watson and Mr. Parkinson.
Per *Heleneus*, from Singapore, etc., Mr. and Mrs. W. J. Hill, Mr. and Mrs. G. Buchanan, Messrs J. McCormack and T. Orton.
Per *Ati Marn*, for Hongkong, from Shanghai, etc., Mr. L. J. Burgess, Miss G. H. Burgess, Mr. A. D. Bailey, Mr. A. H. Forbes, Mr. S. H. Pike, Mr. N. v. Berg, Mr. C. E. Anton, Mr. R. E. Momo, Mr. K. O. Helberg, Mr. H. A. Breton, Mr. W. T. Rupert, Mr. B. Martinez, Miss A. Stevens, Mr. F. Alvarez, Mr. W. H. Smith, Mr. M. Winteler, Mr. A. Yendi and Mrs. M. Vichalas.

Per *Nellora*, for Hongkong, from London, etc.; Mrs. Perry and 2 infants, Mrs. J. H. Barr and child, Mrs. Macdonald, Mr. Colin Macdonald, Mr. Chester Macdonald, Mrs. F. G. and Miss Rosser and child, Mr. W. Robinson, Miss H. A. Lawrence, Mr. and Mrs. E. E. Alderman, Mr. W. A. Stephens, Mr. G. Worcester, from Singapore, Mr. P. Sainty, Miss K. Inoue and servant, Mr. E. H. Barnes, Rev. and Mrs. Koyman and child, Mr. W. J. Carroll, Miss B. Meagle, Mr. B. Hirahara and Mr. G. A. P. Cowdray.

SHIPPING REPORTS.

The British str. *Haiching* reports: Fine clear weather, strong to light north-easterly wind.
The British str. *Heleneus* reports: Weather fine, moderate sea and N.E. breeze.

COMMERCIAL.

CLOSING QUOTATIONS.

October 24th.

ON LONDON:—	
Telegraphic Transfer	1/8 1/2
Bank Bills, on demand	1/8 1/2
Bank Bills, at 30 days sight	1/8 1/2
Bank Bills, at 4 months sight	1/8 1/2
Credits, at 4 months sight	1/8 1/2
Documentary Bills 4 months sight	1/8 1/2
ON PARIS:—	
Bank Bills, on demand	214
Credits, at 4 months sight	224 1/2
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	42 1/2
Credits, at 60 days sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	129 1/2
ON SHANGHAI:—	
Bank, at sight	76 1/2
Credits, 30 days sight	nom.
ON YOKOHAMA:—	
On demand—Pesos	34 1/2
ON MANILA:—	
On demand	73 1/2
ON BATAVIA:—	
On demand	103 1/2
ON HAIPHONG:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	90
SOVEREIGNS, Bank's Buying Rate	\$11.45
GOLD LEAF, 100 fine, per tola	\$59.10
BAR SILVER, per oz.	22 1/2

SUBSIDIARY COINS.

Hongkong ... 20 cents pieces ...	For cent.
Hongkong ... 10 " ...	\$13.60 discount.
	\$14.40 "

FORTHCOMING EVENTS.

Friday, 30th Oct.—
9.15 p.m.—Organ Recital at St. John's Cathedral in aid of Prince of Wales Fund.
Saturday, 31st Oct.—
Noon—Hongkong Jockey Club Half-Yearly General Meeting.
2 p.m.—Ministering Children's League Bazaar in the Grounds of Government House.
Wednesday, 4th Nov.—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.
Thursday, 5th Nov.—
Noon—Hongkong and South China Steam Fisheries Co., Ltd. Meeting of Shareholders.
Saturday, 7th Nov.—
9.15 p.m.—A. D. C. at the Theatre Royal.—
"The Blue Bird."
Tuesday, 10th Nov.—
9.15 p.m.—A. D. C. at the Theatre Royal.—
"The Blue Bird."

HONGKONG CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	\$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamer from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 26th OCTOBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

TUESDAY, 27th OCTOBER, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. FATSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,008.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th OCTOBER, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leave Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *LINTAN* and *SANUL*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

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"CAPSTAN"
TOBACCO
AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

W.D. & H.O. WILLS
Bristol and London.

The Government is supplying free to each British Soldier on the Continent two ounces a week of WILLS' "CAPSTAN" TOBACCO, manufactured by the BRITISH-AMERICAN TOBACCO COMPANY.

The MILK that is STERILIZED.
The MILK that is NATURAL.
The MILK that has the LARGEST SALE in the World
BECAUSE it is the BEST is the



FOR DRINKING PURPOSES USE
MILKMAID STERILIZED NATURAL
(COLOURED LABEL) UNCONDENSED.

FOR PUDDINGS, ETC., USE
MILKMAID CONDENSED
(BLUE LABEL)
SWEETENED AND CONDENSED.

FOR TEA, ETC., STEWED FRUITS, ETC.,
MILKMAID EVAPORATED
(GOLD LABEL)
CONDENSED BUT NOT SWEETENED.
(This enables users to add Sugar to taste).

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ON SALE AT ALL STORES.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	OUTWARD	STEAMER	To SAIL
SHANGHAI, KOBE AND	AMAZONE	...	About 3rd Nov.
YOKOHAMA	HOMEWARD	...	...
MARSEILLES VIA PORTS	CHILI	...	On 3rd November, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at FORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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